

# The Hong Kong Daily Press

No. 6929 號五十二年九十六號

日二十一月正年辰光

HONGKONG, SATURDAY, FEBRUARY 21ST, 1880.

六拜禮

號一十二月二英 香港

PRICE \$2 PER MONTH.

## SHIPPING.

### ARRIVALS.

February 20, GREENE, British str., 1,430.  
GASSOU, London 4th January, and Singapore 14th February, General Jardine, Matheson & Co.

February 20, CHINA, German steamer, 648.  
Aukermann, Shanghai 16th February.  
General—Steamship & Co.

February 20, BARBANE, British str., 891.  
A. Reddel, Singapore 14th February.  
General—Cinch, Livingston & Co.

February 20, LOMBARD, British str., 1,726.  
W. B. Hall, Boulogne 30th Jan., Gale 6th February, Penang 12th, and Singapore 14th. Mail and General—P. & N. S. Co.

February 20, YOTTING, British steamer, 256.  
McDowell, Swatow 19th Feb., General

KWOK ACEHONG.

February 20, HWA-YUN, Chinese str., 738.

WESCH, Shanghai 17th February, General—C. M. S. N. Co.

CLEARANCES

AT THE HARBOURMASTER'S OFFICE,  
FEBRUARY 20TH.

Swatow, British steamer, for Swatow.

Panay, British steamer, for Saigon.

Chelmsford, British steamer, for Hull.

Samuda Maru, Japanese str., for Kobe, &

Hakodate, Chinese steamer, for Shanghai.

DEPARTURES.

February 20, FU-YEW, Chinese steamer, for Shanghai.

February 20, PEGU, British steamer, for Swatow, &c.

February 20, AVA, French str., for Shanghai.

February 20, HOCHUNG, Chinese steamer, for Shanghai.

February 20, CHINA, German steamer, for Canton.

PASSENGERS.

ARRIVED.

For London, Mr. E. R. Bombay, Esq.—For Hong Kong—Lieutenant and Mr. Brewster, and Staff Com. Sandeman and Mr. Ingle, from Southampton. From Brindisi—Mr. W. H. Young, from Bombay—Consul Mrs. Aitchison, and Mr. M. Abdulla. From Penang—5 Chinese. From Singapore—22 Chinese.

For Shanghai—Mrs. Harris and 3 children from London. From Brindisi—Messrs. Bendall and Pocock, Esq. From Yokohama—Mr. Watt and 3 children from Scotland. From Paris—Misses Bredon, from Singapore—Mrs. J. A. Radcliffe, Mrs. Moffat, and Mrs. Mackay, and 3 Chinese.

Per Glenarm, str., from London, &c.—For Hong Kong—Messrs. E. K. Leigh, John Fletcher, MacIntosh, A. McGriff, and D. McLellan. For Shanghai—Messrs. L. E. Walker and C. W. Dillane.

For China, str., from Shanghai—2 Chinese.

For Kedah, str., from Swatow—16 Chinese.

For Hwa-kiu-kiu, str., from Shanghai—Captain Boddy and 16 Chinese.

DEPARTED.

For Asia, str., from Shanghai—From Hong Kong—His Excellency de Lieus, Messrs. N. Cravat, Mr. E. Crawford, C. G. Cram, and A. W. and 3 Chinese. From Marseilles—Mr. and Mrs. Beck, and 3 Chinese. From Naples—Mrs. L. L. Davis, Misses L. E. Walker, and C. W. Dillane. From Sicily—Mr. and Mrs. Sinclair. From Singapore—Mr. Hull.

Per Volga, str., for Yokohama—Mr. and Mrs. Lewis, Mr. and Mrs. Anstruther, Messrs. L. Dubois, Misses A. Bertrand, Ch. Dubois, and Fluger, from Marseilles. From Saigon—15 sciamen.

TO SWITZERLAND.

For Zurich, str., from Shanghai—Messrs. T. D. Parker and Weston for Yokohama.

Per Pendo, str., for Saigon—100 Chinese.

Per Hochung, str., for Shanghai—20 Chinese.

REPOUNDS.

The British steamship YOTTING reports left Swatow on 19th February, and had frosty winds and foggy weather.

The Chinese steamship HWA-YUN reports left Shanghai on 17th February, and had moderate Northerly winds and dark hazy weather throughout the passage.

The British steamship DREDGE reports left Singapore at 7:20 p.m. on 14th February, and arrived in Hongkong at 9:45 a.m. on the 20th, and had light N.E. breeze.

The British steamship LOMBARDY reports left Bombay on 30th January, Galle on the 6th, Penang on the 13th, and Singapore on the 17th, and had the weather throughout.

The British steamship GLORIENNE reports left London on 4th January, and Singapore on the 13th February, and had fine clear weather until within 12 hours of port, when thick weather and fog.

The German steamship CHINA reports left Shanghai on 1st February at 3 p.m., was at anchor for 6 hours, account of thick rainy weather. Arrived in Hongkong on the 3rd at 10 a.m., and had moderate moonsoon and the weather throughout.

SINGAPORE SHIPPING.

February ARRIVALS.

7. Banda, French steamer, from Batavia.

8. British steamer, from Samarang.

9. British, British str., from Penang.

10. Oriental, British steamer, from Hongkong.

11. Japan, British steamer, from Ponsonby.

12. British, British steamer, from Saigon.

13. Hong Kong, British steamer, from Shields.

14. Avo, French steamer, from Marseilles.

15. Zetland, British bark, from Glasgow.

16. Brooks, British steamer, from Savary.

17. Abbott, British bark, for Batavia.

18. New Zealand, British bark, for New York.

19. Sibaway, British bark, for Aden.

20. Canton, British ship, for Bangkok.

21. Kongee, British steamer, for Bangkok.

22. Bector Luuk, British sloop, for Bangkok.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

G. Brothman . . . . Flushing . . . . Sept. 28.

Wm. Ober . . . . Antwerp . . . . Oct. 11.

Pollock . . . . Antwerp . . . . Oct. 24.

James S. Stone . . . . New York . . . . 25.

Mare's Lodge . . . . Liverpool . . . . Oct. 25.

Corra . . . . London . . . . Nov. 1.

Lida . . . . Peñaranda . . . . Nov. 16.

Portuguese . . . . Carthagena . . . . Nov. 30.

Wm. H. Wilson . . . . London . . . . Dec. 15.

Levi (A.) . . . . Greenwich . . . . Dec. 20.

E. Mees . . . . New York . . . . Dec. 20.

Cairnsman (A.) . . . . London . . . . Dec. 27.

Nester (A.) . . . . Liverpool . . . . Dec. 31.

Luytets (A.) . . . . Liverpool . . . . Jan. 8.

Singapore . . . . Antwerp . . . . Jan. 9.

Clara . . . . Antwerp . . . . Jan. 10.

Nazara . . . . Hamburg . . . . Jan. 10.

Math (A.) . . . . London . . . . Jan. 10.

McCormick (A.) . . . . London . . . . Jan. 11.

Chambers (A.) . . . . Liverpool . . . . Jan. 12.

Jewell (A.) . . . . Marselles . . . . Jan. 25.

Azores (A.) . . . . Marselles . . . . Feb. 9.

NOTES.

ARRIVALS.

NOTICE TO SHAREHOLDERS.

NOW READY.

THE CHRONICLE AND DIRECTORY  
FOR CHINA, JAPAN, &c.  
FOR 1880.  
With which is incorporated "THE CHINA  
DIRECTORY".

This Work, the ONLY one of its kind in China  
or Japan, is now in the  
EIGHTH EDITION.

It has been compiled from the MOST AUTHEN-  
TIC SOURCES, and no pains have been spared to  
render it THOROUGHLY RELIABLE, both as a  
Dictionary and as a Work of Reference on Com-  
mercial Matters.

Various additions have been made, tending to  
render the Work still more valuable for re-  
ference. The descriptions of each Port have  
been carefully revised, and the trade statistics  
brought down to the latest dates obtainable.

The Work is embellished with the following  
Plans and Maps:—Chromo-lithograph Plans of  
VICTORIA, Hongkong, and CANTON; the CO-  
REIGN SETTLEMENTS at SHANGHAI; a Chromo-  
lithograph Plate of the CODE of  
SIGNALS in use at VICTORIA PEAK; and  
Maps of the COAST of CHINA and HONG-  
KONG.

It contains a DESCRIPTION of and  
DIRECTORY FOR HONGKONG, MACAO, PA-  
KOK, HOKHOU, WHAMPAO, CANTON, SWAOY,  
AMOY, TAKAO, TAINWFOO, TAMSU, KEE-  
LUNG, FOOCHEW, NINGPO, SHANG-  
HAI, CHINKIANG, KIUKIANG, WUH, HANKOW,  
ICHANG, CHEFOO, TAU, TIENTEIN, NEW-  
CHANG, PEKING, NAGASAKI, KOBE (HIGOG),  
OSAKA, YOKOHAMA, NIIGATA, HADODA,  
MANILA, ILOMO, CEBU, SAIGON, CAMBODIA,  
HAIFONG, HANOL, BANGKOK, and SIKH-  
KORE, as well as condensed accounts of China,  
Japan, the Philippines, and the Ports of Au-  
stralia.

"The Chronicle and Directory for China,  
Japan, and the Philippines" is published in  
Two Volumes—Complete at \$5; or with the Lists  
of Residents, Port Descriptions and Directories,  
Plan of Victoria, and Code of Signals, at \$3.

Orders for Copies may be sent to the Daily  
Press Office, where it is published, or to the  
following Agents:—

MACAO..... Messrs. A. A. de Mello & Co.,  
SWATOW..... Messrs. Campbell & Co.  
AMOY..... Messrs. Wilson, Nichols & Co.  
FORMOSA..... Messrs. Nichols & Co.  
FOOCHEW..... Messrs. Hodges & Co.  
SHANGHAI..... Messrs. Kelly & Walsh, Shihai.  
SHANGHAI..... Messrs. Hall & Holtz.  
NORTHERN &.... Messrs. Hall & Holtz and Kelly  
LIVER POOTS &.... Walsh, Shanghai.

NAGASAKI..... The C. and J. Trading Co.  
HIGO, OSAKA,.... The C. and J. Trading Co.  
YOKOHAMA..... Japan Goods Office.  
MANILA..... Mr. Yip-sho Looyzang & Co.  
SINGAPORE..... Messrs. Sayle & Co.  
BANGKOK..... Messrs. Malherbe, Jullien & Co.  
LONDON..... Mr. A. Algar, Clement's Lane.  
NEW YORK..... Messrs. S. M. Puttling & Co.  
Daily Press Office, 13th January, 1880.

## NOTICE.

A. S. WATSON AND CO.,  
FAMILY AND DISPENSING  
CHEMISTS.  
By Appointment to His Excellency the Go-  
VERNOR and his Royal Highness the  
DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS,  
PERFUMERS,  
PATENT MEDICINE VENDORS,  
DRUGGISTS' SUNDRY,  
AND  
AERATED WATER MAKERS.

NOTICE.—To avoid delay in the execution of  
Orders it is particularly requested that all  
business communications be addressed to the  
Firm A. S. Watson and Co.,

HONGKONG DISPENSARY. [31]

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be  
addressed "The Editor," and those on business "The  
Manager," and not to individuals by name.

Advertisements which are not ordered for a fixed  
period will be continued until countermanded.

All letters for publication should be written on one  
side of the paper only.

Correspondents are requested to forward their name  
and address with communications addressed to the  
Editor, not for publication, but as evidence of good  
faith.

## MARRIAGE.

On the 8th January, at St. John's Episcopal Church,  
Dundries, by the Rev. Canon father, who holds the  
Hon. and Rev'd. Canon Dr. Sinclair Chaplain,  
Hongkong, to CHARLOTTE FRANCES GORDON, fifth  
daughter of the Rev. A. McEvans, M.A.

On the 6th January, at St. John's Church, Chelten-  
ham, Gloucestershire, widow of Thomas Richard-  
son Colclough (formerly of Canton), No. 2, St. Ed-  
mund's Place, London, suddenly, SAM. MATZELIER,  
formerly of Canton, China.

On the 6th January, at Torquay, Devon, HENRY  
MATTHEWS TAPP, of paralysis, many years in China  
and Japan, aged 37.

## The Daily Press.

HONGKONG, FEBRUARY 21ST, 1880.

The speech of His Excellency the Governor  
in reply to the address presented by the  
Chinese deputation on Thursday deals with  
several public questions of interest and im-  
portance. It is only fair to say, however,  
that Mr. HENNESSY was consistent through-  
out in developing his peculiarly pro-Chinese  
policy. Referring to his recent appoint-  
ment of Mr. NC CHOY, as a member of the  
Legislative Council, the Governor sought  
to justify it by instancing Singapore and  
Labuan as precedents, but he omitted to  
state that the circumstances of both Col-  
onies are quite different from those of  
Hongkong. They are sufficiently far re-  
moved from the Central Kingdom for  
the Chinese residents to be safe from  
martial influence, and the Chinese com-  
munity are for the most part British sub-  
jects. What is fit and proper in Singapore  
may be most inadvisable in Hongkong. The  
appointment of a Chinese consultative mem-  
ber on the Hongkong Council might be  
a politic step, but it is very different  
from the course pursued by His Excel-  
lency. When Mr. Goss left for England,  
it was well known that Mr. Lowcock was  
about to return, and it was naturally  
thought that the seat would be left  
vacant until that gentleman arrived, which  
could be referred to him. There are only three  
unofficial members of the Council, and the  
utmost that these gentlemen can do in the in-  
terests of the mercantile community is to give

their views and enter their protest against  
measures that seem to them undesirable. The  
very small voice in the administration pos-  
sessed by the British residents, however, has  
been reduced by the substitution of a Chinese  
and non-mercantile man for an English  
member of the Council. Had Mr. NC CHOY  
been appointed as an additional member  
there would have been less cause for com-  
plaint, but as matters stand, a gross in-  
justice has been done to, a deliberate slight  
put upon, the British community. Unfortunately  
and with unfeigned regret we say so—there is only too good reason to believe  
that it was intentional. The Secretary of  
State for the Colonies will no doubt authorise  
an increase in the number of unofficial mem-  
bers, and Mr. HENNESSY could surely have  
waited until such authority was received be-  
fore making that appointment. We have  
always sought to give the Government credit  
for good intentions, but it is becoming in-  
creasingly evident that he is in points di-  
rectly opposed to the interests and wishes of  
the British and foreign communities. That  
His Excellency has done some good in the  
course of his administration it would be idle  
to deny, but it is much to be feared that if he  
remains much longer he will effect irre-  
parable harm. His policy tends to set  
race against race, and instead of bringing  
British, foreigners, and Chinese together, is  
more likely to perpetuate division. His  
last utterance is eminently calculated to  
deepen this impression. If the Chinese wish  
to form a Chamber of Commerce there is no  
particular reason why they should not do so,  
though some of their number are members of  
the Hongkong Chamber, and we should have  
thought that would have answered their pur-  
pose. The idea of granting the Chinese a  
site for building for the use of a Chamber  
of Commerce is simply preposterous; and  
the Chinese have been honoured with our con-  
currence to the rank of Lieutenant of  
Sub-Lieutenant Duncan Macpherson, serving on  
board the *Fochouen*, on the China station, has  
been cancelled by the Admiralty, owing, it is  
said, to the unsatisfactory report of the Naval  
Commissioner, who, according to his senior  
officer's opinion, had been tampered with by the law  
which provides this penalty for offences against  
the constitution. The circumstances under which  
Ch'ing Ho was honoured with our commands to go forth on a mission, took upon him  
the self-to start on his return with sailing him  
on Oct. 1, 1874, and his name appeared in the  
*Journal of the Royal Naval Division* on Dec. 12, 1874, on promotion, now can-  
celled.

The following extract appears in the *Peking Gazette* of 28th January:—The Board of Civil  
Offices memorandum that having due reference to  
Imperial Command, determined to sever parity  
they be of the Old, New, Senior Vice-Pres-  
ident of the Court of Consuls, may be dimi-  
nished, and the services in conformity with the law  
which provides this penalty for offences against  
the constitution. The circumstances under which  
Ch'ing Ho was honoured with our commands to go forth on a mission, took upon him  
the self-to start on his return with sailing him  
on Oct. 1, 1874, and his name appeared in the  
*Journal of the Royal Naval Division* on Dec. 12, 1874, on promotion, now can-  
celled.

Dr. John W. Reid, Deputy Inspector-General  
of Hospital Hospital, will be the future Director  
of the General of the Navy. Dr. Reid is the son of a  
highly-respected naval surgeon, and has himself  
spent good service since 1844, when he entered  
the Navy, having seen war services in the Baltic  
Sea, and the West Coast of Africa, for  
which he received promotion to the rank of  
Lieutenant. He was promoted to the rank of  
Lieutenant in 1852, and his services were  
so distinguished that he was honoured with the law  
which provides this penalty for offences against  
the constitution. The circumstances under which  
Ch'ing Ho was honoured with our commands to go forth on a mission, took upon him  
the self-to start on his return with sailing him  
on Oct. 1, 1874, and his name appeared in the  
*Journal of the Royal Naval Division* on Dec. 12, 1874, on promotion, now can-  
celled.

The Army and Navy *Gazette* states that the  
Russian ironclad *Miriam*, now on passage to the  
China station, was originally constructed as a  
rigged sloop-of-war, and was renamed *the Cossack*.  
She is 388 feet long, has a beam of 49 feet, and a  
displacement of 5,650 tons. But in consequence  
of her conversion she is now a steamship, and  
has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was  
commissioned for naval service on the 1st of Jan-  
uary, 1875, and is now in the China station. She  
is 215 feet long, has a beam of 36 feet, and a  
displacement of 1,650 tons. But in conse-  
quence of her conversion she is now a steamship,  
and has a speed of 12 knots per hour. She is  
equipped with 12 guns of 120 pounds each, and  
12 smaller guns, one of which is a 120 pounder  
gun. She carries 1,000 men, and is commanded by  
Captain Macpherson, who has been promoted  
to the rank of Lieutenant of Sub-Lieutenant of  
the Royal Naval Division.

The *Wreath*, iron transport, armour plated,  
2,751 tons, 1,440 horses power, built in 1867, was



## INSURANCES.

**M**ANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.  
ESTABLISHED 1824.  
CAPITAL OF THE COMPANY, £1,000,000 Sterling, Of which is PAID-UP, £100,000 Sterling.  
RESERVE FUND UPWARDS, £100,000 Sterling  
OR, £250,000 Sterling.  
ANNUAL INCOME, £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOCHOW, SHANGHAI and TIANWAN, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1878.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

**T**HE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:

MARINE RISKS.

Policies accepted at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE and ONE-HUNDRED per cent. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an amount of \$30,000.

A DISCOUNT OF TWENTY PER CENT. (20%) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co., Agents.

Hongkong, 1st January, 1879.

**Y**ANAGTSASZIE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up), Ths. 200,000.

PERMANENT RESERVE, Ths. 250,000.

SPECIAL RESERVE FUND, Ths. 200,000.

TOTAL CAPITAL and ACCUMULATION, Ths. 856,370.

April, 1879.

DIRECTORS.

F. R. FORBES, Esq., Chairman.

M. W. BOND, Esq.

W. MEYERINCK, Esq.

C. LUCAS, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. BARING BROTHERS & Co., Bankers.

FULLARTON HENDERSON, Esq., Agent.

3, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12½% for Interest on Shareholders' Capital, all the Profits of the Shareholding Business will be equally distributed among all Contractors of Business proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 1st May, 1879.

**T**HE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL, Ths. 600,000; EQUAL TO \$833,333.33; RESERVE FUND, \$34,132.1.

DIRECTORS.

Lee Sung of the Lee Hing Firm.

Wong Yip Pun, of the Chung Cheung Wing Firm.

Loo Yip Fung, of the Tung Sang Wo Ho.

Wong Pak Ching, of the Sun-Ty Lee Ho.

Kwok Acharong, of the Fat Hing Firm.

Lo Yip Moon, of the Kwong Man Cheung Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken it CURRENT RATES to Australia, California, Manila, Singapore, Hongkong, and to all the Treaty Ports of China and Japan.

Hongkong, 14th October, 1879.

**S**cottish Imperial Insurance COMPANY.

**FIRE AND LIFE.**

INSURANCES against FIRE granted to Carriers, Considerable Reduction in Premium for LIFE INSURANCE, China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879.

NOTICE.

**T**HE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

**R**ECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents.

ARNOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

[1868]

**S**WISS LLOYD TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Insurances granted on MARINE RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, 2nd June, 1879.

[1868]

**G**ERMAN LLOYD MARINE INSURANCE COMPANY LIMITED, OF BERLIN.

The Undersigned, having been appointed Agents for the above Company, are prepared to grant POLICIES on MARINE RISKS to all parts of the World.

SIEMSEN & Co., Agents.

Hongkong, 6th February, 1879.

[1868]

**T**HE PHENIX FIRE INSURANCE COMPANY.

INSURANCES against FIRE granted to Carriers, Considerable Reduction in Premium for LIFE INSURANCE, China.

MEYER & Co., Agents.

Hongkong, 27th March, 1879.

[1868]

**P**HENIX FIRE INSURANCE COMPANY.

INSURANCES against FIRE granted to Carriers, Considerable Reduction in Premium for LIFE INSURANCE, China.

MEYER & Co., Agents.

Hongkong, 27th March, 1879.

[1868]

**R**OXON'S ROYAL INSURANCE COMPANY.

Agents.

Hongkong, 18th November, 1879.

[1868]

**R**OXON'S ROYAL INSURANCE COMPANY.

Agents.

Hongkong, 27th June, 1879.

[1868]

**N**ORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$65,000 on first class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1879.

[1868]

**S**TANDARD FIRE OFFICE, LONDON.

The Undersigned, having been appointed Agents to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of \$10,000 on Buildings or on Goods stored therein.

Discount 20%.

VOGEL & Co.

Hongkong, 1st March, 1879.

[1868]

**T**HE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Fusan, and Manila.

Risks accepted, and Policies of Insurance granted at the rate of Premiums current at the above-mentioned places.

J. B. COUGHTRE,

Secretary.

Hongkong, 1st November, 1879.

[1868]

## INSURANCES.

SUN FIRE OFFICE.

**T**HE Undersigned are prepared to Grant Policies against FIRE to the extent of \$50,000 on First-class Risks.

A Discount of Twenty per cent. (20%) upon the Current Local Rates of Premium will be allowed upon Insurances effected with this Office.

LINSTEAD & Co.

Agents Sun Fire Office.

Hongkong, 1st June, 1879.

[1868]

**T**HE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSEN & Co., Agents.

Hongkong, 14th August, 1878.

[1868]

**C**HEMICAL INSURANCE COMPANY (LIMITED).

The Undersigned, having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSEN & Co., Agents.

Hongkong, 14th August, 1878.

[1868]

**N**O T I C E .

**P**OLICIES granted at current rates on MARINE RISKS to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed among Contributors, whether Shareholders or not, in proportion to their interest, and from Premiums contributed by each.

J. BRADLEY SMITH, Secretary.

Hongkong, 10th December, 1878.

[1868]

**T**HE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

The Undersigned, having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

DISCOUNT 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 24th Jan., 1879.

[1868]

**T**OKIO MARINE INSURANCE COMPANY, LIMITED.

CAPITAL YEN 500,000.

The Undersigned, having been appointed Agents for the above-named Company, are prepared to grant Insurances as follows:

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

DISCOUNT 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 24th Jan., 1879.

[1868]

**T**HE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL, Ths. 600,000; EQUAL TO \$833,333.33; RESERVE FUND, \$34,132.1.

DIRECTORS.

Lee Sung of the Lee Hing Firm.